## TRACKS AT BATTERY STAY?

INJUNCTION. FOR A TIME, PRO-TECTS THE ELEVATED'S LICENSE. President Clausen of the Park Board Was to

Have Revoked It Yesterday-Controversy Transferred to the Courts - Justice Smyth's Order Returnable Next Tuesday. The Manhattan Railway Company has obtained a temporary injunction from Justice Smyth of the Supreme Court restraining George C. Clausen, George V. Brower and August Moebus, as Commissioners of Parks of the Clay of New York, and the city of New York also, from removing the elevated structures from Battery Park and adjoining streets pending the trial of an action for a permanent injunction. The order to show cause why the injunction should not stand pending the suit

The temporary injunction is wide enough to prevent President Clausen from signing the revocation of the permit to maintain the structure, which he was on the point of signing when he was served with the order yesterday. The injunction restrains the defendants "from revoking the licenses, right of way, permits and privleges" accorded to the plaintiff and "from removing or attempting to remove or in any interfering with the structure of the plaintiff's elevated railroad in Battery Park in the city of New York or in the streets adjoining the same, or with the railroad erected thereon, and from interfering with or in any manner obstructing plaintiff in the operation of its said railroad." The plaintiff gave a bond of \$20,000 on the temporary injunction, its surety being the United States Fidelity and Guaranty Com-

After President Clausen had been served with the order he said:

"I have been carrying on these negotiations on amicable lines since February, 1899, endeavoring to accomplish my purpose without unpleasantness, but now I mean war. I have not treated properly, and I do not conmyself any longer bound to show consideration to the elevated railpeople. Their occupancy of Battery Park under the restraining order does not alter the conditions of the privilege agreement, and I the conditions of the privilege agreement, and I will proceed at once with the rigid enforcement of the conditions imposed by it, and fight harder than ever toward the ultimate purpose of forcing the removal of the tracks from the park." The Park Department issued yesterday afternoon a long statement of the trouble between it and the Manhattan Company, charging oad faith and moves for delay only. The agreement under which the elevated road was first admitted to Battery Park reads as follows in the fourth paragraph:

fourth paragraph:

The after six months' notice, in writing, by the Department, or the successor thereof, given of intention to revoke the right of way and license hereby granted, shall have been served upon the said company, its successors or assigns, and after such revocation shall have been made, this license and all rights hereby conferred shall cease and ettermine, and the company, its successors or assigns, shall no longer be authorized, by virtue of this agreement, to use such right of way or structure under this license, and the party of the first part, by the Department or the successor thereof may require the company, its successors or assigns, forthwith to remove from the limits of the Battery the rallways, columns supports, &c., and the materials thereof, which shall have been there constructed or placed pursuant to the license hereby granted, anything herein contained to the contrary notwithstanding.

President Clausen served the six months' no-

ferein contained to the contrary notwithstanding.

President Clausen served the six months' notice for removal on Feb. 17, 1899. The statement describes the conferences, postponements and delays, and, finally, notice of objections served this last spring from property owners, including representatives of the United States Government on State street. President Clausen received a letter from Henry L. Burnett, the United States District Attorney, to the effect that the Government would not consent to the structure being removed onto State street as had been proposed. In reply to this letter President Clausen wrote to the company on June 11:

June 11:

I note all that this official claims for and in behalf of the United States in connection with its ownership of a Custom House site with a front on State street. From my standpoint the protection of the property and rights of the city of New York in Battery Park is paramount to any such claims or claims. The interpolation for consideration at this time of the opinion of any United States official or officials on the subject of the change of route for the cievated railroad from Battery Park to State street is too obviously intended to obscure the main my efforts to do what I consider to be my duty to the Park Department and the city in the matter. It must be remembered that over a year has been spent in negotialing the terms of this removal, my attitude in the matter having been detacted by the desire to avoid causing any interruption of traffic or inconvenience to the public. I have been very patient over details while it seemed as though your company was acting in good faltin the same direction. Now it seems evident that your company is only starching for objections and obscure the same direction.

Mr. Clausen says that Vice-President Skitt and DeLancey Nicoll called on him and asked him to await the return from Canada of Mr. Davies, of counsel, agreeing in the meantime to prepare their application to the Rapid Transit Commission for the necessary change. President Clausen said that the revocation of the permit would help them before the Rapid Transit Commission. An order of revocation was prepared for his signature, and he would have signed it yesterday had it not been for the injunction.

## CHANGE IN IOWA CENTRAL.

Edwin Hawley, Head of the Minneapells and St. Louis, Elected President.

a meeting of the Board of Directors of the Iowa Central Railroad held in Chicago yesterday, Robert J. Kimball resigned the presidency and Edwin Hawley, President of the Minneapolis and St. Louis, was elected in his place. Mr. Kimball, it is said, will retain his nterest in the property and will remain a director and member of the Executive Committee. George R. Morse, also resigned the vice-presidency, and was succeeded by Mr. F. H. Davis, but remains a director and

F. H. Davis, but remains a director and Treasurer.

L. F. Day, now general manager of the Minneapolis and St. Louis, was elected Second Vice-President and general manager of the Iowa Central, and the following additional persons were elected directors to fill vacancies in the board: Edwin Hawley, President of the Minneapolis and St. Louis; George Crocker, John F. Searles; L. C. Weir, President of the Adams Express Company; Edwin Langdon, President of the Central National Bank, New York; Paul Morton, Vice-President of the Atchison, Topeka and Santa Fé; T. P. Shonts, President of the Indiana, Illinois and Iowa Railroad, and L. F. Day, general manager of the Minneapolis and St. Louis.

Day, general manager of the Minneapolis and 8t. Louis.
Within the last few months there has been a quiet but persistent buying of the common stock of the Iowa Central on the New York Stock Exchange, which, as has now developed, was in the interest of persons now in control of the Minneapolis and St. Louis Railroad. The change is considered of gr. at importance both to the Minneapolis road, as doubling its mileage, adding some 550 miles, giving it a southern and easiern outlet, and to the lowa Central, making it part of a great and important system. It is evident that the recent reports that the Minneapolis and St. Louis would not absorb the Iowa Central were true, but these changes indicate that the same officers will operate both roads for their mutual advantage.

NEW ELECTRIC POWER COMPANY. Its Object May Be to Build an Electric Road

Through Central New York. PENN YAN, N. Y., June 20 .- Talk about the new electric road through Central New York has been revived by the filing here of articles of incorporation of the Yates Electric Light and Power Company, having attached to it the receipt of the State Treasurer for \$375, the sum of the tax on its capital stock on incorporation. The object of the new association is "the manufacturing and supplying of electricity for producing light, heat and power, in lighting streets, avenues and publid parks and places and public and private buildings of villages," and its scope of action is the village of Penn Yan and the towns of Milo, Benten and Jerusalem, all in Yates county. The amount of capital stock is \$300,000. The directors named are Henry B. Pierce, 36 West Thirty-fifth street, New York; Waiter tox, Spuyten Duyvil, New York; Henry T. Howell, 133 West Thirty-fourth street, New York; Cassius L. Haskell, West New Brighton, N. Y.: Frederick P. Delafield. 29 Liberty street, New York; Frederick W. Longfellow, 29 Liberty street, New York.

Careful inquiry in this place fails to locate any one who knows anything regarding the new corporation. Many believe that it has in view the building of a new electric railway on the east side of the lake, and the large capitalization makes this seem possible, as such a road could be built under the articles filed. Power Company, having attached to it the re-

A committee of the second mortgage bondholders of the Louisville, Evansville and St. Louis Railroad has been appointed to try and get an advance in the purchase price offered by J. P. Morgan & Co. for the Southern Railway. The committee after one truttless interview with Mr. Morgan has returned to Louisville for further instructions.

WHEAT AGAIN GOES KITING.

of Stunted Wheat From North Dakota Help the Bulls. There was a jump of 3% to 4% cents in wheat ere yesterday owing to continued drought at the Northwest, strong English cables, higher Northwestern markets, an exhibition at the Produce Exchange of stunted samples of the spring wheat plant from the Northwest and heavy buying here and all over the country Heavy rains at the South and Southwest of late have interfered with the harvest. Col. Rogers of Minneapolis, who is considered an authority on the subject, says that present conditions suggest a yield of wheat for North and South Dakota and Minnesota of 120,000,-000 bushels. The milling requirements at Minneapolis are 60,000,000 bushels; Duluth and West Superior 15,000,000; other mills in the States 30,000,000; old wheat 20,000,000, leaving a surplus for shipment of 15,000,000 bushels,

the States 30,000,000; old wheat 20,000,000, leaving a surplus for shipment of 15,000,000 bushels, provided farmers' interior and terminal warehouses were entirely cleaned out.

A member of the firm of McIntyre & Wardwell said: "We have just received from a reliable correspondent a sample of wheat nicked at random from fields at Valley City, Barnes county, North Dakota, which produced 15 to 18 bushels of spring wheat to the acrelast year. The wheat was pulled on Sunday from sowings of April 12 and is but six to eight inches high whereas it ought to be over twice as high. The plant shows that it is just going to a head with the stools dead. The reports which accompany the sample are to the effect that one-half of the wheat sown in North Dakota will amount to nothing and of the other half a yield of only 60 per cent, of an average crop can be raised even with ample rains and good growing weather the rest of the season."

The exhibition of this sample on the Produce Exchange was followed by a rise of 1% cents per bushel, the professionals climbing over each other to cover.

Continental cables were dull and lower and Russian crop prospects were reported better, while the outlook in Great Britain is said to have improved somewhat and the world's visible supply according to Bradstreet's increased for the week 1,717,000 bushels. But nobody was paying any attention to statistics. Crop talk was the trump card and it consisted mainly of predictions of a bad failure at the Northwest where the weather was not only dry but in some parts the temperature ran up to 100 in the shade.

The clearances from the seaboard decreased yesterday but of late they have averaged half a million bushels a day.

The sales of futures were 7,675,000 bushels. July closed at 86 cents; September at 87 and December at 88.

pany, with which Andrew Freedman is con-

EXCITEMENT IN COTTON.

Buil Pyrotechnics-Rise 35 to 47 Points Strong Cables and Bad Weather at the South. The bulls took charge of things at the New York Cotton Exchange vesterday and it cost the shorts a 35 to 40 points rise to come in. This advance was due partly to unexpectedly strong cables from Liverpool and favorable news from Pekin, but more than all to reports of damage in Mississippi, Alabama, Arkansas and Texas Galveston had a rainfall of 3.78 inches, Beau mont, Texas, 2.04: Huntsville, Texas, 1.86, and New Orleans, 1.30. This coming on top of a bullish weekly Government report stampeded the shorts first in New Orleans and then here, as there was a very large short interest in both crops both in New York and in the Crescent

The rise of four cents in wheat also tended to make cotton shorts nervous. Liverpool's spot sales increased to 10,000 bales against 7,000 to 8,000, the daily average of late. A crop is needed rap caused by the deficit in the last yield and judging from present appearances this season's production will fall very far short of the desired production will fall very far short of the desired figures, though it is true a marked improvement in the weather conditions in July and August or even September might add materially to the crop. But the Liverpool stock is nearly 600,000 bales less than a year ago, the stock in licensed warehouses here is only 53,438 bales, including only 38,994 certificated and ready for delivery, and the New Orleans supply is also down to very low figures.

The South sent large orders to buy and the New Orleans market was rampant. Europe

Engagements of gold bars amounting to 1,100,000, were made at the United States Assay Office vesterday for export to Europe to-day Lazard Frères ship \$600,000 to France and the National City Bank sends \$500,000 to Berlin. It is understood that arrangements have already been made by one banking interest to ship \$500.000 more gold to France on Saturday. This week's heavy gold exports are expected to result in a further cutting down of the cash re-serves of the local banks as they will be shown the weekly bank statement due on Saturda The banks' surplus reserves are now at the lowest point for this time of the year since 1893. At a special meeting of the stockholders of the Electric Vehicle Company, held in Jersey City Electric Vehicle Company, held in Jersey City yesterday, the recommendation of the company's directors that the capital stock be increased from \$12,000,000 to \$18,000,000 was unanimously approved. The new stock, which will be equally divided into common and preferred shares, is to be used to take over the Columbia and Electric Company of Hartford and the New Haven Carriage Company. One-half of the Columbia Company's stock is already owned by the Electric Vehicle Company, and the Columbia Company controls the New Haven Carriage Company.

Loftin Love, formerly cashier of the Corn Exchange Eank, has become assistant cashier of the Germania Bank, 190 Broadway.

George W. Lyons was elected First Lieutenant of Company A Sixty-ninth Regiment last night. He was recently transferred to the Sixty-ninth from Company A of the Seventh Regiment, which he joined when war was declared in 1898. After the election there was a dinner at the restaurant of Lieut, Lyon's father on the Bowery. Among those present were Fire Chief Croker, Battalion Chiefs Callahan and Cruger, Col. Edward S. Duffy, Lieut.-Col. Patnam Bradiee Strong, Major Daniel Delvin and Major Lynch. One of the incidents of the dinner was the presentation of a sword to Major Devlin by the members of Company A, his old command.

New President for Brooklyn Trust Company. Thomas F. Miller was formally elected President of the Brooklyn Trust Company yesterday in place of Gen. Christiansen, who recently resigned. Fred C. Colton, Secretary, was chosen Second Vice-President and Stanley W. Husted. Assistant Secretary, was promoted to the Se

Court Calendars This Day.

Appellate Division—Supreme Court—Nos. 96, 61, 68, 92, 69, 18, 7, 84, 35, 70, 93, 90, 75, 88, 27.

Supreme Court—Appellate Term—Recess. Special Term—Part I.—Motion calendar called at 10:30 A. M. Part III.—Ex parte matters. Part III.—Color 1374. Preferred causes—Nos. 4873, 5413, 5414, 5326, 5452. Part IV.—Clear. Law and Pact—Nos. 4871, 4878, 4965, 4970, 4971, 4972, 4975, 4976, 5037, 5038, 5039, 5040, 5049, 5055, 5101, 3796, 4384, 4699, 4817, 4804, 4977, 5014, 4973, 4801, 5006, 5035, 2673, 4828, 5052, 4856, Part V.—Case unfinished. Cases from Part IV. Part VII.—Clear. Preferred causes—Nos. 13838, 14278, 13802, Part III.—Clear, Nos. 7711, 13203, 6829, 12119, 11107, 9415, 1327, 6353, 5046, 6856, 6837, 6914, 802, 7933, 13091, 3964, 6910, 7208, 7648, 7736, 7801, 7430, 7573, Part IV.—Case unfinished. Cases from Part III. Part VII.—Case unfinished.—Nos. 6438, 6531, 2044, 3979, 13303, 10665, 9654, 12299, 12055, 5881, 5578, 6579, 5998, 13104, 14085, Part XII.—Case unfinished. Case from Part VII. Part XII.—Case unfinished. Case from Part VIII. Part XII.—Case unfinished.—Nos. 6438, 6531, 2041, 3979, 13303, 10665, 9654, 12299, 12055, 5881, 5578, 6579, 5998, 13104, VIII. Part XIII.—Case unfinished. Case from Part VIII. Part XIII.—Case from Part VIII. Part XIII.— VII. Part XII.—Case unfinished. Case from Part II.

Surrogate's Court—Chambers—For probate—Wills of James S. Guyon. Anna M. Deltz, Henrietta Metz, Suanna Fuller, Willian C. Herester, Henry Finck, at 10:30 A. M. Trial Term—No day calendar.

City Court—Special Term—Court opens at 10 A. M. Mottons. Trial Term—Part I.—Clear.—Nos. 2494, 2737, 816, 316, 390, 4712, 2901, 2904, 2907, 1110, 2021, 632, 4785, 4667, 501, 4500, 4776, 4714, 4612, 2998, 1223, 1457, 1405, 1395+5, 3046, 2704, 1632, 1661, 378, 2240. Part II.—Clear.—Nos. 3284, 1857, 2303, 3086, 3087, 3088, 3091, 3115, 3116, 3139, 2612, 2617, 2618, 327, 3328, 3331, 3333, 3332, 3336, 3321+5, 3322-5, 33234, 3331, 3333, 3332, 3337, 3338, 3334, 3334, 3337, 3338, 3331, 3333, 3332, 3337, 3338, 3340, Part III.—Case unfinished.—Nos. 2950, 2449, 2951, 2952, 2953, 47049, 1080, 1428, 2220, 1710, 1032, 2794, 3019, 2790, 3082, 2835, 3342, 3343, 3344, 3345, 3347, 3351, 3352, 3353, 3355, 3353, 3358, 3351, 3351, 3357, 3358, 3359, 3351, 3351, 3351, 3351, 3357, 3358, 3359, 3351, 3351, 3357, 3358, 3359, 3351, 3351, 3357, 3358, 3359, 3361, 3361, 3477, 4959, 5062, 5057, 5002, 4986, 4744, 5042, 5074, 4921, 4979, 5078, 5081, 5014.

Court of Appeals Calendar

Linuncial.

LIQUID AIR POWER & AUTOMOBILE CO

A Successful Industrial Enterprise

The first automobile in the world to be run successfully by liquid air was exhibited yesterday afternoon only Albany at and Massachusetts av., Cambridge, in front of the factory of the Liquid Air, Fower & Automobile Company. The lest was made in the presence of a number of officials and stockholders of the company, and the automobile acted to the thorough satisfaction of everybody. It acted quickly and ran swiftly and smoothly. There was neither the smell of gasoline motor nor the noise of the electric motor. The new steering gear showed itself decidedly practicable and efficient. The response to the power lever was almost instant, and starts and stops were made easily and quickly. quickly.

Automobiles are now being built and orders received for delivery after July 1.—Boston Globs, June 17, 1900.

These automobiles are constructed to run either with liquid air or steam as power, and are thus available at points where the former power may not be obtain able. Many new safety and automatic devices are unique in these carriages, and there is no visible exhaust of steam, thus removing the chief objection to steam automobiles.

No part of the world's industry is so active to-day a the automobile business, the demand greatly exceed ing the supply; and the profits from this one branch

REORGANIZATION

The Toledo, St. Louis and Kansas City Railroad Co.

To the Holders of certificates issued by the Continental Trust Company for First Mortgage 6% Bonds, and for undeposited First Mortgage 6% Bonds. with unpaid coupons maturing on and after June 1, 1893; Preferred Stock; and Common Stock.

The undersigned have prepared a plan and agree-ment for the reorganization of The Toledo, St. Louis and Kansas City Railroad Company, copies of which may be obtained at the office of the depositary under ald plan, the Central Trust Company of New York, 54 Wall Street, New York City. Holders of the above-named certificates, undeposited bonds with all unpaid coupons attached maturing on and after June 1, 1893, and stock are hereby notified that their holdings must be deposited with the Central Trust Com pany of New York on or before June 22, 1900, after which date deposits will be received in the discretion of the Committee and on such terms as it may impose Negotiable Trust Company certificates will' be ssued for securities deposited.

otified that they must pay to the depositary on the terms specified in the plan \$20 on each share of preferred stock and \$12 on each share of common stock the preferred stock and \$3 on each share of common

An underwriting syndicate has been formed which has agreed to purchase the new securities not taken by old security holders at the same prices payable by the balance of the cash requirements.

New York, June 12, 1900. FREDERIC P. OLCOTT, Chairman WILLIAM A. READ, HENRY BUDGE. J. KENNEDY TOD.

J. N. WALLACE, Secretary, 54 Wall Street ADRIAN H. JOLINE, Counsel.

## REORGANIZATION

## Toledo, St. Louis & Kansas City Railroad Co.

To the holders of certificates issued by Continental Trust Company of the City of New York, for first mortgage six per

The committee, under the bondholders' agreement of August 4th, 1893, and under the plan and agre ment of reorganization of December 18th, 1890, have entered into an agreement with Central Trus Company of New York and others, who will take over the bid of the committee for the morigaged premises, at a price equivalent net to 130 per cent, for each first mortgage bond deposited with the coupon maturing June 1st, 1893, and subsequent coupons, and interest on the purchase price at four per cent from June 1st, 1900, to the date of payment

The purchase price is payable to the committee on or before June 30, 1900, and will be distributabl by the committee as soon as received, at the Continental Trust Company of the City of New York, No. 30 Broad Street, New York City, on presentation and

A new plan and agreement for the reorgan of the Toledo, St Louis and Kansas City Railroad company has been prepared by the purchasers, and copies may be obtained at the office of the depositary York, No. 54 Wall Street, New York City.

tal Trust Company, who, in lieu of accepting cash for benefits afforded by the new plan and agreement of tration, may deposit their certificates of de nosit at the Central Trust Company, 54 Wall St nder the new plan and agreement of reorganization in accordance with the foregoing notice

MORTON S. PATON. H. O. ARMOUR. RICHD. B. HARTSHORNE.

A LONG ESTABLISHED \$50,000 AND SURPLUS OF \$20,000. \$2,000 PER MONTH

for the past year, desires to borrow for 3 years (in lot \$20,000 AT 6 PER CENT, INTEREST.

Or the capital stock could be increased and an opening made in the executive management for person
with the money, possessing necessary business qualifications, upon liberal conditions.

Money to be used exclusively in taking advantage
of cash discounts. Best commercial and banking
references, as well as credit. Have at present time
unused bank credit for more than amount desired at
lower rate of interest, but banking time not sufficient
for the purpose for which the money is desired. Address Lock Box 2080, New York.

TO THE HOLDERS OF St. Louis Southwestern Railway Co.'s Second Mige. Income Bond Certificates.

Notice is hereby given that on and after July 2d. 1900, interest will be paid on the above certificates of \$25.22 on each \$1,000 certificate upon presentaion and surrender of the coupon maturing July 1st, 1900, at the office of the undersigned, at No. 120

THE MERCANTILE TRUST COMPANY, By HENRY C. DEMING, Vice-President

Trunk Line Traffic Managers Confer. The Executive Committee of the Trunk Line Association, which is composed of the traffic managers, met yesterday and talked over a number of technical points. A proposition was number of technical points. A proposition was submitted to amend rule 15 of the official classification so as to permit the handling in bulk of separate parcels of freight designed for the same destination. The rule as it now stands requires that the name of each consignee shall be billed and that each parcel shall be charged for separately. The proposition to amend was referred to a special committee. Commissioner Goddard, who presided over the meeting, said that the westbound freight rate situation is in such good shape that no action is required on it. such good shape that no action is required on it.

Receiver Asked for Republic Savings and

Application was made yesterday to Suprem Court Justice Dickey of Brooklyn by Deputy Attorney-General Edward P. Coyne for the appointment of a receiver for the Republic Sav-ings and Loan Association of 207 Broadway, Manhattan, Mr. Coyne averred that the asso-ciation had been insolvent for some time and that there was a big deficit, Justice Dickey granted an order to show cause why the appli-cation should not be granted.

of our business alone will pay extraordinary dis idends on the company's entire capital stock.

This company not only makes liquid air, but run machinery and automobiles by the power of liquid air. It is a legitimate industrial and manufacturing nterprise, with tangible and substantial resources. In order to increase its present facilities for many

facturing, a limited issue of reserve stock is offered at \$5.00 Per Share. par value \$10, full-paid and non-assessable. Shar may be secured at this figure for a short time only, as

June 30th

\$6.00 Per Share. Full information may be obtained at the company offices, as below. Applications for stock must be ac ompanied by check to the order of THOMAS SEWALL. Treasurer. The right is reserved to reduce the amoun

LIQUID AIR POWER & AUTOMOBILE CO., 186 Devonshire St., Boston, Mass.

Bankers and Brokers.

ENNIS & STOPPAN

BANKERS AND BROKERS, 34 New St. and 38 Broad St., N. Y. it orders purchase or sale cash or margin STOCKS, WHEAT, COTTON. Write or call for DAILY MARKET LETTER giving INFORMATION OF ESPECIAL value. FREE upon application; also monthly table showing prices Stocks. Cotton, Produce. Telephone. "560 Broad." BRANCH OFFICE:

ASTOR COURT, 20 W. 34TH ST. Adjoining Waldorf-Astoria.

N. W. HARRIS & CO., BANKERS.

NASSAU ST., NEW YORK ISSUE Travelers' Deal in Bonds of Rail. road, Street Railway, Gas and Electric Light Letters of Credit Companies. Government and Municipal AVAILABLE IN ALL Bonds Bought and PARTS OF THE WORLD. Sold.

Quotations furnished for purchase, sale or exchange.

THOMAS L. MANSON, JR., & CO., Members New York Stock Exchange EMPIRE BUILDING, 71 BROADWAY.

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Dividends and Anterest

RUTLAND RAILROAD COMPANY. RUTLAND RAILROAD COMPANY.

A dividend of two per cent, will be paid July 1st on Rutland Railroad Preferred Stock. Transfer books close June 2::th, reopen July 2d.
Coupons due July 1st on Rutland Railroad Consolidated 4½ per cent, bonds will be paid at the United States Mortgage & Trust Company of New York.
Coupons due July 1st on Rutland-Canadian R. R. Co. First Mortgage 4 per cent, bonds will be paid at the National Shawmut Bank of Boston.
Coupons due July 1st on Ordensburg & Lake Champlain Ry. Co. First Mortgage 4 per cent, bonds will be paid at the National Bank of Republic of New York.

OFFICE OF

WESTINGHOUSE ELECTRIC & MFG. CO.

120 Broadway, New York, N. Y., June 14, 1900.
At a meeting of the Executive Committee, held
this day, it was
RESOLVED. That a quarterly dividend of ONE
AND THREE-QUARTERS PER CENT. (15, per
cent.) upon the Preferred Stock of the Company be
declared payable on July 2d, 1900, to stockholders
of record, and that the transfer books for the Preferred Stock be closed on June 21st, 1900, at 3
o'clock P. M., and opened on July 3d, 1900, at 10
o'clock A. M.

T. W. SIEMON, Ass't Treasurer.

THE CHICAGO. ROCK ISLAND & PACIFIC RAILWAY COMPANY.

OFFICE OF THE TREASURER.

CHICAGO. ILL. JUNE 19. 1900.

A quarterly Dividend of \$1.25 per share will be paid on August 1st next to the shareholders of this Company's stock, registered as such on the closing of the Transfer Books.

The Transfer Books will be closed at \$5.00 o'clock P. M. on the 20th day of June, and opened at 10:00 o'clock A. M. on the 9th day of July next.

F. E. HAYNE, Treasurer.

THE QUICKSILVER MINING COMPANY,
NO. 20 NASSAU STREET.
NEW YORK, June 20, 1900.
The Board of Directors have this day declared a
dividend of one-half of one per cent. (\$2\frac{1}{2}\$) upon the
preferred capital stock of this Company, payable on
and after July 16, 1900.
The transfer books close June 29, 1900, and reopen July 17, 1900. By order of the Board of
Directors.
A. L. BAILEY, Secretary. THE QUICKSILVER MINING COMPANY.

ERIE RAILROAD COMPANY. Office of the Treasurer.

21 CORTLANDT ST. NEW YORK.

The First Mottage 7 per cent. Bonds of the SUSPENSION BRIDGE & ERIE JUNCTION RAILROAD, which mature on July 1st, 1900, with the interest due on the same, will be paid on presentation at
this office on and after July 2nd, 1900.

A. DONALDSON, Treasurer.

GARFIELD NATIONAL BANK.

23d St. and 6th Ave.

The Board of Directors has this day declared a quarterly dividend of Ten Per Cent, and an stock of this bank, payable, free of tax, on and after June 30th, 1900. The transfer books will be closed until Monday, July 2d, 1900, at ten o'clock a. m.

R. W. POOR, Cashler.

TITLE GUARANTEE AND TRUST CO. TITLE GUARANTEE AND TRUST CO.

146 Broadway, New York, June 19, 1900.

A QUARTERLY DIVIDEND OF TWO AND A
HALF PER CENT. has this day been declared by
the Board of Trustees, bayable July 2, 1900, to
stockholders of record on the closing of the transfer
books at 3 P. M. on June 22, 1900. The books will
be opened at 19 A. M. July 2, 1900.

EDWARD O. STANLEY, Treasurer.

The Blaurock Carriage Company, dealer in carriages and vehicles of 1593 Broadway, made an assignment yesterday to Morrison V. R. yant. The liabilities are about \$10,000 and actual assets it is said will not be more than \$1.500.

Anton Liebler of 406 West 126th street filed a petition in bankruptcy yesterday with liabilities \$27,251 and no assets. He has been in the beer bottling business for many years.

David A. Breen, contractor of 49 East Ninetieth street, surviving partner of James R. Breen & Son, has filed a petitition in bankruptcy with liabilities \$14,645 and no available FINANCIAL AND COMMERCIAL.

WEDNESDAY, June 20.

In spite of a slightly higher range of prices for American securities in London this morning the domestic stock market showed very little improvement. Brooklyn Rapid Transit advanced more than a point in the early dealings and a few other stocks rallied fractionally. The purchases by foreign arbitrage houses were insignificant and the absence of a public demand for securities was as pronounced as at any time of ate. This last circumstance, together with the reappearance of scattered liquidation, encouraged renewed selling for short account. Traders who have ranged themselves upon the short side of the market attacked various stocks with a view of detecting special weaknesses, and wherever they discovered that condition they made vigorous efforts to depress prices. Their most pronounced successes were in American Tobacco, Brooklyn Rapid Transit and Sugar Refining. These three stocks, which supplied nearly one-half of the day's business, closed at net declines of 2 to 31/2 points, the greatest net loss being sustained by Brooklyn Rapid Transit.

There were no developments regarding any of the three securities mentioned, hence the fluctuations in them must be attributed entirely to market conditions, which are by this time thoroughly understood. The decline in Brooklyn Rapid Transit had a sympathetic effect upon the market for the other local traction stocks, particularly upon that for Manhattan Railway. That stock closed more than a point lower than last night in the face of the news that the Manhattan Railway Company had obtained an injunction restraining the Park Commissioners from interfering with its structure in the Battery Park or the operation of its trains over that structure. A further advance in the price of wheat, accompanied by additional distressing reports from the spring wheat regions of the Northwest, caused selling of Chicago, Burlington and Quincy and St. Paul that left both of those stocks a point lower than yesterday. The remainder of the railway list showed

considerable resistance. This was especially true of Northern Pacific common, Southern Pacific and Union Pacific. In the afternoon there appeared to be spasmodic liquidation in Missouri Pacific. Houses with close connec tions with Chicago were conspicuous sellers of securities, presumably because the speculative element at that centre Wishes to transfer its ventures from the stock market to the wheat market, which has become active for the first time in many months. This accounts to an extent for the decline of 11/2 points in People' Gas. The speculation in that stock was also adversely affected by reports that charges of bribery would be proved in the matter of the passage, by the Common Council, of the ordinance countenancing the establishment of new relations between the People's Company and the Ogden Gas Company. It was reported that in view of these changes the Mayor will probably veto the ordinance, and then to become effect tive it will have to be passed by a larger vote than it received on its original passage. The noteworthy declines in the less active

stocks included Brooklyn Union Gas, 5 points: Consolidated Gas, 3% points; Detroit Gas, 3%; Laciede Gas, 11/2; Continental Tobacco preterred, 11/4; and Pacific Coast, 11/4 per cent. In the outside market the feature was a break of 10 points in Havana Commercial preferred. The decline in that stock unquestionably fore shadows the suspension of dividends upon it It is asserted by officers of the company that its profits are satisfactory, but, as is well known, it borrowed about \$1,000,000 from a syndicate of bankers several months ago to provide additional working capital. This loan will not mature for some time, but the management has doubtless considered it wise to liquidate this obligation before making any further distribution of profits. The preferred stock, it may be noted, is entitled to 7 per cent, cumulative dividends.

Gold to the amount of \$1,100,000 was taken to-day at the Sub-Treasury for shipment to Europe. It is understood that this gold goes in about equal amounts to Paris and Berlin. At the current actual rates for francs and reichsmarks the profit in the transaction is about one-thirty-second of 1 per cent., or about \$350. Already \$500,000 has been engaged for shipment

Politics was a good deal of a factor in to lay's market. In the late trading the Room traders discussed the probability of the Republican Convention being stampeded for Gov. Roosevelt for first place on the Presidential ticket, and proceeded to argue that such a nomination would be disastrous to the business of the country. From what source the experts of the Stock Exchange draw their political inspiration it is impossible to surmise, but the fact remains that they can conjure up more impossible and absurd political theories than the most erratic of professional political guessers. Another rumor that was used in the last hour's campaigning against values was one that a special meeting of the Cabinet had been called to consider the Chinese situation. Without referring to all the arguments, some exaggerated and others improbable, that professional speculators are using against the market, enough of them have been mentioned to suggest that the business of manufacturing bear material is being overdone. The closing was weak at about the

lowest prices. New York Stock Exchange-Sales June 20. UNITED STATES AND STATE BONDS (IN \$1000s).

1 U S 3s, e......109 CLOSING PRICES OF UNITED STATES BONDS. Bid. Asked. Bid. Asked. at pl of G103 103% 1907.....115 115% US 28, c, at plof G103% 104 US 48 7, 1925 .... 134% 134% US 28. C. US 2s (old) US 4s, a at plot G100 — US 4s, a 1925....134 % 134 % U S 2s (old) U S 5s, r. U S 3s. r. 1905 1918.....109 109% 1904....113 113% US5.c. 1908 1918....109 109% 1904....113 113% US 5.65s, r. U S 3s, c. 1908 U S 4s, r. 1907....114 114% 1924 DC123 --BAILBOAD AND OTHER BONDS. Adams Expresss Eric prior lien 4s Reading gen 4s

RALIBOAD AND OTHER, BONDS.

Adams Expresss Eric prior lien 48 | 1900 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1

Celo Mid 2-4s 3000.... 10 374 3000.... 11 254 3000.... 77 28000.... 78 3000.... 10 11 3000.... 10 11 3000... 10 11 3000... 10 11 40000... 11 454 3000... 11 454 3000... 11 454 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 10 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000... 11 254 3000.

Total sales of bonds (par value) \$1,232,000. RAILROAD AND OTHER SHARES.

High Low

1265 Am C& PCo 1416 910 Am C& Fpl 61 74% Outario & West .... 19 1025 Am Cot Oil. 100 AmCotOllpf 300 Am Ice ..... 29% 200 Am Ice pt.. 62 110 Am Lin Oil 10% 2914 1014 10% 600 AmLinOlipf 52 100 Am Malt .. 270 Am Malt pf 20 620 Am Smelt .. 3614 3514 3514 100 Am Smeltp! 8914 45650 Am Sugar.. 1 1 5% 112% -3Norfolk & W ..... 32% 160 Am Sugarpf 1 1 4 Final sales compared with those of yesterday 1785 Am S & W. 31% 30% June 19. June 20. | June 19. June 20. 600 Am S& Wp. 72 A. TASF 24% 24% N'west c. 157 167% A.TASFpt 70% 69% Nor Pac a 61% 61 Am Cot Oll 31% 30% Nor Pac pt 72% 72% 775 Am Tin P. . 18% 100 Am Tin Ppf 73 18% 37710 Am Tob Co. 88% 86% -2 200 Anaconda.. 3814 3300 AT&SF.. 2436 12175 AT&SFpt 7116 6670 Balt & Ohio 75 940 Balt & Opt. 79% 79% - 14 37257 Br'k'nRapT 6 4% C.C. & St. L. 564 57 Fac mail. 27% 27% C. B & Q. . 124% 123% PulPaCar. 181 180 Consol G C 187% 184 Rock Ist. 104% 104% Ches & O. 25% 25 Reading . 16% 18 Ch G & W. . 10% 10% Read 1stpf 55% 54% 315 Brky U Gas 1 65 164% 165 100 Buf R& Ppf 10814 10814 10814 - 14 Ch Gt W... 10% 10% Read 1stgf 55% 54% Del L& W177 175% St Paul c. 111% 110% Del & Hud111 111 So R'y... 10% 10% 50% 50% Eric 1st pf 32% 32% St L S W... 9% 8% Fed Steel. 31 31 St L S W pf 22% 22% Gen Elec. 130 129 Tex Pac... 14% 14% Gt N pf... 150 150 150 Tex Pac... 14% 63% 63% 400 Chi & N W.. 15714 15614 15714 + 16 400 Chi Bur & Q1 2514 12314 12314 850 Chi Gt West 10% 10% 300 CG W pf(A) 73% 1000 CG W pf(B) 3314 100 CG W deb.. 8314 33 13900 Chi M&St P11214 110% 110% -1 6888 Chi R I & P. 105% 104% 104% - 16 1760 Chi Term ... 10

30

614

94%

32%

1284 129

111% 111%

6416

7414

19

146% 147

150

22% - 1

6416 -1

184 + 14

7116 -114

7414 - 34

294 - 4

11

50% 51

31% - 14

76% -1%

8% + %

27 + 16 1016 + 16 50 - 16

8014 + 14

5014 - 4

103

8% - 14

16

5414 6416 - %

2614

3114

50%

64

150

614 + 16

12

500 Chi Term pf 33

600 Col Fuel& L 31

340 Col South'n. 614

225 Col So 1st pf 4 2

1400 Con Tob pf. 77% 300 Del & Hud. 111

224 Den&RG pf. 65%

100 DesM&FD 12

300 Detroit Gas. 9476

540 Erle...... 1116 450 Erle 1st pf. 3396

5070 Fed Steel ... 31%

200 Gas&EBCo. 7014

901 Great Nor pf 1 5 0 16

100 Hoc Val.... 3414 350 Hock Val pf 6414

160 Illinois Cen. 1 1 1%

850 Int Paper ... 2314

100 Int Paper p. 6414

100 Inter Power. 28%

410 lowa Cent.. 1814

250 Lac Gas.... 7136 100 LE & West 29

3620 Lou & Nash 7514

12300 Manhattan. 86%

8480 Met St Ry., 1 4 9%

1020 Mex Cent... 124

170 Min & St L. 4716

825 MK&Tp. 30%

245 Nat Bis Co.. 2814

200 Nat Bis pf.. 8 1 775 Nat Lead... 1934

820 Nat Steel... 2414

342 Nat Tube ... 4216

1300 N J Central, 1224 121

1125 N Y Central 128% 127%

7214

5885 Penna R R. 1271/ 1261/ 1261/ -

120 Pul PCarCo180 180 180

361 Nat Tube pf 88

100 NY C&St L. 11

2390 Nor & West. 32%

120 Nor & W pf. 7614

1300 Nor Am Co. 1516

1000 Ont & West. 18% 400 Pac Coast... 49%

400 Pacific Mail. 28

160 P Su Car pf 74

200 Quicks'l'rp 834

6770 Reading 1p 56

2000 Reading 2p 27

1275 Rep Steel p 51

100 St L& S F. 9

1295 St L&S W p 23

375 SR&TCa

350 U Bag & P.

· Ex-dividend.

11235 South Pac. 32%

1200 Sou Ry Co. 10%

760 Sou Ry Cop 50%

3670 Tenn C& 1. 64%

1200 Texas Pac. 14% 150 Twin CRT 62

390 U Bag & P. 12
390 U Bag & P. 12
390 U Bag & P. 965
10025 Union Pac. 5 114
985 Union Pac. 7 214
880 U S Leath 687
880 U S Leath 25 100
100 U S Rubber 25 14
100 W Tel... 7 94
100 Wheel & LE 814
1280 W & L E 2p 2234
100 Wis Central 14

Total sales of stocks 353.884 shares

Am W C pf 71% 72 Hav CCo pf 34
Air Power. 28 32 III Trans. %

B&NYF 18 20 Nat Gram. 35 B&NYFbd 85 86 Nat Salt c. 38

Bay S G .. 11/4 11/4 Nat Salt pt 64 Cast I P c. 41/4 51/4 Nat Su pf --

Air Power. 28 32 III Trans. % 13 Am Gas . 24% 25 Inter SP e 15% 17 Am Gas pf 48% 49 Inter SP pf 63 64

Elec Vehe 22 27 SC L&H C110 120

Bos & Alb241 243 Quincy ... 135 136

Arnold ... 5 65, Wy'dotte... 1 154
Atlantic... 21 22 Planters ... 16
Baitle ... 175, 18 Fruit...... 132 133

PHILADELPHIA CLOSING QUOTATIONS .

Bid. Asted.

75 Stan Oll .. 534 536%

Amai Cop 84 84% Gen Car...

Am G bds. 103% 103% L Tiger M.

OUTSIDE SECURITIES-CLOSING QUOTATIONS.

14% Hay C Coc 5%

1170 Rep Steel .. 10%

700 StL&S W 914

10485 Peo Gas.... 99 96% 410 Pres Sti Car 42% 42%

500 Reading .... 1614 16

26787 Nor Pacific. 5 134

646 Nor Pac pf..

300 NYC&SL2p 2914

9920 Mo Pacific... 49

110 Iowa Cen p! 45

2030 Fed Steel pf. 65

579 Gen Elec ... 129

100 Glucose pf.. 98

320 Col H C & L 13% 13

1000 CCC & St L 57

1495 Con Gas.... 18514 184 184 -314 625 Con Tobac. 23 2214 2214 - 14 \*Ex dividend. Government bonds easier. The 4s of 1924 closed ½ per cent. lower bid. Railway and other bonds dull and heavy. The features were Central Pacific 4s, Detroit, Maokinaw and Marquette land grants, Mexican Central first incomes 1, Norfolk and Western 4s, Pacific Coast 1st, Reading general 4s, Rock Island general 4s, San Antonio and Aransas Pass 4s, Southern Railway 5s, Union Pacific 4s, Atchlson, Baitimore and Ohio, Iron Mountain, Kansas and Texas, Northern Pacific, St. Louis Southwestern and Wabash issues.

Commercial price of bar silver in New York 7814 -114 1310 Del Lac & W 176 175% 175% -1% 94% -3% 32% + %

30 M WSE pt 76

CityR'way242% 245 N Carb c. 16

Dia Match 121 122 M N Carb pf. 78 80
Lake S'L" 9% 10% So S "L"... 94% 98
L St E. etfs 9 9% W Ch St R 106 1069

LATEST LONDON QUOTATIONS.

Atchison ....... 25% Northern Pacific .. 63 Atchison pf...... 72% Northern Pacific pt 74%

68% N Chst Ry208 210

9% W Ch St R105 105%

814|Norfolk & W pf .... 78%

A Strawb. 29

Commercial price of bar silver in New York 604c. Bar silver in London closed at 274d. Mexican silver dollars were quoted at 47%c.

Mexican silver dollars were quoted at 47%0.

Money on call, 11/22 per cent. Time money is quoted at 31% per cent. for three and a per cent, for five months, 30 per cent industrials. Commercial paper is quoted 'at 31/283% per cent. for prime single names, bills receivable; other names, 404% per cent.

Sterling exchange continued weak with a further slight easing off in rates. Continental exchange was firm for francs and easy for reichsmarks. Posted rates are: Long bills, 34.85%; sight drafts, 34.83%. Actual rates are: Long bills, 34.844/20 34.84%; sight drafts, 34.86% (234.87, and cable transfers, 34.87% (234.87). Francs were quoted 5.183/25.18% for long and 5.16% (25.18% for short; reichsmarks, 44% (26.11-10 for long and 95.5-16/267-16 for short; guildera dol-1-16/260% for long and 64% (200.6-16 for short. Domestic exchange on New York: Boston, Domestic exchange on New York: Boston, par. Charleston — Buying, par; selling, ½c. premium. Savannah—Buying, par; selling, ½c. premium. Savannah—Buying, par; selling, ¾t. per \$1,000. New Orleans—Bank, \$1 premium; commercial, 50c. discount. San Francisco—Sight, 10c. premium; telegraph, 12½c. premium. St. Louis, 10c. premium. Chicago, 20c. premium. Clincinnati—Between banks, 23c. premium: over counter, 50c. premium: over counter, 50c. premium. The Norfolk and Southers Bailroad Company.

The Norfolk and Southern Railroad Company has declared a quarterly dividend of 1 per cent., payable July 10. The American Smelting and Refining Com-pany has declared a quarterly dividend of 14 per cent. on its preferred stock, payable July 10.

The Wells Fargo Company has declared a semi-annual dividend of 3 per cent., payable July 16. Railway gross earnings for the second week of June compare with those of the correspond-ing week last year as follows:

The North American Company reports for the year ended May 31:

Earnings— 1900, 1899, Changes, Coupons, int. & divs \*148,181 \$60,493 Inc. \$67,688 Int. & commissions. 35,967 39,246 Dec. 5,279 Total......\$182,148 \$119,789 Inc. \$62,409 Total ...... \$32,395 \$34,446 Dec. \$2,048

Surplus .......... \$149.750 \$85.293 Inc. 264.457 The Treasurer's statement of assets shows: Mil. Elec. Rwy.
& L. Co. pid. \$2,424,791 \$2,423,325 Inc. \$1,468
Mil. Elec. Rwy.
& L. Co. com. 3,452,240 \$,227,779 Inc. 224,461
Cin. Edison 863,267 746,600 Inc. 116,667 Elec Co.... 863,267 746,600 Inc. 116,667 Mil. Light, Heat & Tr. Co. 5 p. c. bds..... 51,000 Mis. securities. 25.558 26,410 Dec. 852 Bills & accts.

347.588 608.580 Dec. 260,992 350,929 217,015 Inc. 183,914 Total......\$7,515,373 \$7,249,709 Inc. \$285 664

Total.......\$7,515,373 \$7,249,709 Inc. \$285 564

The only liability is a contingent one of \$3,940, as compared with \$4,260 last year. President Wetmore says in his report that since the last annual report the preferred stock of the Milwaukee Electric Railway and Light Company and common stock of the Cincinnati Edison Electric Company, in both of which the company is largely interested, have been established upon a dividend-paying basis. Dividends at the rate of 6 per cent, were begun in February on the preferred stocksof the former and dividends at the rate of 5 per cent, were begun on the latter in April. It is believed that the dividends will be continued permanently. The company has increased its holdings in the year of Milwaukee Electric Railway and Light Company's stock from \$2,277 shares to \$4,522 shares and of the capital stock of the Cincinnati Edison Electric Company from 6,666 shares to 8,633 shares.

These securities, among others, were sold by auction to-day at the Real Estate Exchange: 60 shares Western National Bank of the Republic . 2234 The official count of cash in the general Treasury, not including the gold reserve of \$150,000,-000 and \$725,533,179 in gold, silver and notes, against which certificates are outstanding and compared with that of yesterday, shows:

Gold coin, bullion and certificates. Julion and certificates. 569,518,292 \$68,956,519 and certificates. 16% | Net available cash bal \$148,959,713 \$149,150,365 The Treasury Department to-day received bonds to the amount of \$886,050 to be exchanged for the new 2 percent. bonds of 1930 under the Refunding act. The total amount of bonds received to date is \$301,054,050.

ceived to date is \$301,054,050.

Money in London, 1@114 per cent. Rates of discount in open market for short and three months' bills, 214 per cent. Amount of bullion withdrawn from the Bank of England on balance to-day £153,000. Paris advices quote 2 per cents. 160 francs. Exchange on London, 25 francs 1214 centimes.

The Reorganization Committee of the Toledo, St. Louis and Kansas City Railroad Company announces that bond and stockholders have until June 22 to deposit their holdings. After that date the deposits will be received at the discretion of the committee.

The Title Guarantee and Trust Company has declared a quarterly dividend of 2½ per cent., payable July 2.

Holders of St. Louis Southwestern Railway

Holders of St. Louis Southwestern Railway Company's second mortgage income bond certificates are notified that on and after July 2 the Mercantile Trust Company will pay interest of \$23.22 on each \$1,000 certificate upon presentation and surrender of the coupon maturing July 1. This is an increase of \$4.44 over the interest paid last January.

CambSicel 1 4 9 914 Phila Tras 96 8776 ELC of A 9 994 Union T. 375 3776 25 VRR 95 2516